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Rolling Stock:

1. The Hungarian State Railway (MAV) has between 1800 and 1900 steam locomotives of all types. Each locomotive undergoes a periodic overhaul every two-and-a-half years. The boilers are overhauled every five years. Normally, this work takes from two to three months to complete, but it can be done in six weeks by adding extra work shifts. Up to 15 percent of the locomotives are in the repair shops at any given time, about half of them undergoing the periodic overhaul. This percentage is much lower in the fall when all traction equipment is needed to transport the harvest. During this time the Minister of Posts and Communications receives reports from all workshops twice daily to make certain no locomotives are needlessly out of service.

2. Almost every railroad yard is equipped to make certain minor repairs and maintenance work on steam locomotives, but the periodic overhaul work can only be undertaken by the following workshops:

   a. Budapest

      1) István Telek (Ujpest)

      2) Északi Foemuehely (Koebányai u., opposite the Ganz Machine Works)

   b. Szolnok

   c. Debrecen

   d. Miskolc

   e. Szombathely.

The two shops in Budapest are the largest, closely followed by the Szolnok shop; the others are listed according to size. There was formerly a workshop in Székesfehervár, but it has been converted into a factory and is no longer used by the railroad.

3. In November 1951 there were 32 electric locomotives in Hungary. This figure may have increased in the last few months since new locomotives had been ordered from the Ganz works.

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4. There are approximately 51,000 freight cars in Hungary today, 12,000 of these being former German cars which remained in Hungary at the end of World War II. These cars were claimed as reparations by the Soviet Union and later sold to Hungary. [redacted] there were approximately 45,000 freight
25X1 cars in Hungary before the war. Freight cars are overhauled every three years, usually in one of the shops listed in paragraph 2.

5. With the exception of freight cars, the rolling stock available to the Hungarian State Railway is barely sufficient to meet present traffic requirements.

Main Lines:

6. There is no Russian gauge track in Hungary today.

7. The line from Debrecen to Záhony, the main line of communication between Hungary and the USSR, is currently being double tracked (standard gauge). Since Hungary is short of wood, the State Railway planned to use reinforced concrete crossties in laying the extra track. This plan was vetoed by the Russians who specified that wooden ties must be used, presumably to simplify conversion to Russian gauge at a later date.

8. The line from Záhony on the Hungarian border to Uzhgorod (Ungvar) USSR, is equipped to handle both standard and wide gauge rolling stock. Beyond Záhony, between Ruthenia and Galicia in the USSR, the railroad crosses the Uzhok Valley via a long, high viaduct.
25X1 [redacted] described this as the "Achilles heel" of the line, pointing out that during the war the destruction of this viaduct severely disrupted all rail traffic between Hungary and the eastern front.

9. The line from Budapest to Hatvan is being electrified but work is progressing slowly due to the critical shortage of steel suspension towers and copper wire. It is also planned to electrify the sections Hatvan-Miskolc, but [redacted] it will be several 25X1
years before completion.

10. The branch line south from Rétszilas to Bátaszék and Pécs was made a first class line about 1930 to provide an alternate strategic route to the southern frontier. Both this line and the main line to Pécs, through Dombovár, are capable of carrying heavy traffic, although they were not used heavily during World War II.

11. A new second class railroad bridge has been built across the Danube between Paks and Dunapataj.

Personnel

12. The Hungarian State Railway is short of trained personnel and has had to rely on non-Communist "class aliens" to fill many important jobs. The shortage is particularly acute among engine drivers.

Supply

13. Hungary is not a great coal producing country, consequently the railroads have never had an adequate supply. A two-week supply is the desired minimum, yet rarely is there more than a two-day supply and at the lowest point during the winter of 1951-52 there was only a one-and-a-half day supply. Hungarian locomotives use chiefly soft coal. Whatever hard coal is received from Poland is stored for as long as possible. The country-wide coal shortage is so great,
25X1 [redacted] that were the railroads to receive more, factory production would be seriously cut and some plants even forced to close.

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14. [redacted] the main coal depots for the Hungarian Railways are:

a. Budapest

(1) Rákos Marshaling Yards - the main reserve for Budapest and the largest single coal dump

(2) Ferenc Város - the second largest, along with Szolnok

(3) Északi Foemuehely

b. Szolnok - largest and most important coal dump outside of Budapest

c. Hatvan

d. Miskolc

e. Gyoer

f. Békéscsaba

g. Debrecen

h. Székesfehervár

i. Szombathely

j. Nagykanizsa

k. Dombovar.